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Approved For Release 2004/07/08 : CIA-RDP82-00457R006700400011-6

**INTELLOFAX 14**

# INFORMATION REPORT

CD NO.

**CONFIDENTIAL**

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 27 Feb. 1952

SUBJECT Moscow/Monino (Chkalovskaya) Airfield

NO. OF PAGES 3

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PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

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DATE OF INFO.

SUPPLEMENT  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. The airfield, about 300 meters south of the railroad station of Chkalovskaya (55°14' N/30°3' E), Moscow Oblast, covered an area of several square kms.
2. There was a large hangar, a flight control station with a weather station and fire department, two power plants or transformer stations, a storage depot with a spur track, a foundry and, 2 to 3 km north of the railroad station, a radio station with four radio towers.
3. The officers' mess had the following annexes: Radio cabins, on the roof of which was a concrete pedestal, about 1½ meters high, with antenna wires leading into the pedestal; a room with lathes; a hangar containing three hermetically sealed metal spheres; and a room with two electric motors and two baseplates, probably for two additional electric motors. (1) The hermetically sealed spheres, 1½ meters in diameter, were placed on a concrete pedestal. Each sphere had a door and a ladder for entrance purposes. Inside the sphere was a rocking-chair (sic) revolving to all sides, and a switch-board with many wires. On the wall hung a flying cap and a gas mask which was connected by a hose with two oxygen bottles outside the sphere. (2)
4. The following aircraft were seen at the field: Jet fighters with cranked and swept-back wings; (3) jet fighters with straight wings, five of which were painted red; (4) and twin-engine planes with radial engines, single rudder assemblies, cabin windows and a door.

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CLASSIFICATION

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Document No. \_\_\_\_\_  
 No Change In Class. ☐  
☐ Declassified  
 Class. Changed To: TS S  
 Auth.: HR 70-2

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5. Individual flights were made by the jet fighters, except for the five red jet fighters which took off simultaneously and practiced flights and loops in close formation. Soviet Air Force soldiers said that the five planes were commanded by a woman major. A small gun, suspended from five parachutes, was repeatedly dropped from a twin-engine plane in June and July 1948. Four parachutists jumped from a second plane, landed near the gun and emplaced it. (5) The demonstration was watched by 35 to 40 observers. The aircraft were apparently not stationed at the field.
6. The airfield was presumably a test field because it was occupied by many different aircraft types but only a few troops, and commissions frequently arrived for inspections. Improvement work was in progress at the field. Large quantities of hangar sections were in storage. The field was situated at 4 km from east to west and 2 to 2 1/2 km from north to south. Two runways, each about 1,000 meters, extended from the hangars on the northern edge of the field. One runway ran southwestward and the other southeastward. The western one was in use and the eastern was being extended by a concrete strip, about 500 meters long. There was a woods between the runways. The cable ditches, about 50 cm deep, on which PWs were working, ran along the eastern runway and connected both runways. They presumably were used for lighting facilities.
7. Several hangars, about 25x80 meters, steel structures with sliding doors, presumably from Germany, were on the northern and eastern edges of the field. Some of them were built in the woods on the eastern edge. A concrete ramp, 5x30x about 100 meters, was about 1,000 meters southeast of the hangars on the northern edge of the field.
8. From 60 to 70 planes of various types were stationed at the field. The following types were identified:  
About 30 four-engine bombers with noticeably long noses, plexiglass cockpits, presumably radial engines with multi-bladed propellers, wings set far back, almost in mid-fuselage, standard rudder assemblies, nose wheels and several gunners' stations in upper section of fuselage. These planes also made flights in formations of up to 24 aircraft. (6)  
About 40 jet planes, including three or four different types with one turbine. Two types had the wings considerably swept-back, and one type plane had two turbines which could be seen under the fuselage when the planes were taking-off. The jet aircraft made only individual flights. (7)
9. A radio station of several large buildings and 10 to 15 radio towers was 500 to 800 meters northeast of Chkalovskaya railroad station. One of the towers was about 60 meters high and two about 10 meters high.
10. The airfield was not far from the city railroad station of Chkalovskaya. The informant worked in what was called the institute, a brick building, about 100 meters long, with large rooms in which machines and large electric motors of German make were installed. A flight control station, two large hangars with vaulted roofs, one or two additional hangars, and one large three-story building were at the field. A circular taxiway, about 10 meters wide, ran along the hangars. There was a concrete runway at the landing field.
11. The field was occupied by twin-engine planes with single or double rudder assemblies; low-wing monoplanes and biplanes with rigid landing gears; one helicopter; (8) and two different jet aircraft types, one of which had swept-back wings and the rudder assembly slanting upward, the other straight wings and the tail not slanting upward. The aircraft with swept-back wings did rolls and loops at a high altitude, and practiced firing at ground targets.
12. Twin-engine planes were frequently seen over the field. Some of them had a streamline-shaped body on top of the fuselage, the others a long and spike-like attachment on the nose. Cables which extended from the point of the spike to the wing tips could easily be seen at altitudes ranging from 400 to 500 meters. (9).
13. The airfield was south of a large air force settlement at Chkalovskaya which was occupied by air force officers. The terrain around the field was level and dotted with small clumps of woods. An asphalt runway, possibly more than 2 1/2 km long, extended along the landing field. Asphalt taxiways, two of them under construction in November 1949, led from the runway to the hangars. Four

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Five-story stone buildings, all quarters, were not far from the eight or ten steel hangars.

12. In addition to twin-engine planes and single-engine fighters the following aircraft types were seen at the field: Four-engine planes with far-projecting cockpit, single rudder assembly, nose wheel, tail turret, several turrets, called swallow nests (sic), on the fuselage, and what were believed to be radial engines; turbojet fighters with wedge-shaped wings and rudder assemblies of a peculiar shape; and cargo gliders with skids, single rudder assemblies, clumsy and massive, wings without struts. (10)
13. The following flying activity was observed: The formation of 21 four-engine planes took off almost every day, one plane after the other and at distances of about 300 meters. The take-off time was from 8 to 10 minutes. The flight formation usually returned after about four hours and the planes landed individually. (6) Firing at ground targets in low-level flight was practiced. Parachute jumps, mostly by four to six men, were made over the field from twin-engine planes. Cargo gliders were daily towed individually by twin-engine planes and released at an altitude of about 400 meters.

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Comments.

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- (1) The test stand was described more accurately in a previous report and is believed to be a torsion measuring test stand.
- (2) This is a more precise description of a previously reported low-pressure chamber. It is believed that measurements of g-values under various conditions in these low-pressure chambers can also be ascertained.
- (3) This description of aircraft with swept-back and cranked wings was recently received and indicates that such an aircraft type either actually exists or that these reports are due to an error in observation produced by the extending of the landing flaps and possibly also of a wing tip slot at take-offs and landings.
- (4) The five red jet planes observed are possibly the acrobatic squadron which flew at the 1949 summer parade in Moscow.
- (5) Since the same observations were previously made at the parachute test school in Klin, it is believed that there is some connection between these tactical and technical test installations.
- (6) A unit equipped with four-engine planes is believed to be stationed at the field although it was reported by only two of the four sources.
- (7) The characteristics of the different aircraft types are not reported. However, since this PW observed differences among the various planes it is believed probable that several aircraft types were being tested.
- (8) The helicopter was previously described more accurately. However, it cannot be determined whether it is the obsolete Kamov type or the Antonov type which flew at the 1948 summer parade.
- (9) The same statements were previously received. From the chance observations the purpose of the spike-like attachment cannot be inferred.
- (10) Since the cargo gliders were previously described to have different shapes it is believed that they are of different types. New types are probably being tested, according to the description given type 24 rather than type 25.

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